



MLK Jr. Drive at H.E. Holmes TOD Activity Node

- Proposed TOD at an existing MARTA Station
- Proposed development strengthens corridor street edge – more pedestrian friendly
- Proposed plan has been accepted by the community

This activity node, while one of the largest of the nodes studied, has already been the subject of an LCI study and much community input. With respect to the overall attitudes regarding urban design and land use for the corridor and the need for the MARTA station along the corridor to play a more vital role in the development of the corridor, the recommendation plan was to build upon what was already set in motion as a direction for the development of this MARTA station into a TOD. Figure 3-22 is the concept plan for the study and the following is a description of the activity node taken from the November 2002 H. E. Holmes LCI Report:

Key Concepts

The LCI Study Team developed the following key concepts to guide the proposed Concept Plan:

- *Define a neighborhood that balances the need of pedestrians, bicycles, transit and drivers.*
- *Create an interconnected street network that supports pedestrians as well as shorter local auto trips and transit.*
- *Mix land uses transitioning from medium-density mixed-use and multi-family closest to the MARTA station, to single-family homes at the edges, interspersed with neighborhood-retail nodes.*
- *Protect existing single-family neighborhoods and sensitively integrating them into the community plan.*
- *Encourage a diversity of new housing types and price points to reflect changing demographic needs, community desires, and the requirements to support retail in a mixed-use environment.*
- *Create a series of intimately scaled public squares, parks, community focal points, greenways, and natural open spaces.*

The Town Center

- *The mixed-use core of the LCI Study Area is proposed for the area around the H. E. Holmes MARTA station and MLK Drive within the vicinity of the station and generally within a ten-minute walk of the MARTA station.*
- *Because the area currently has no definable "center", this proposal creates a center on the MARTA property (see next section) and anchors the area by two distinct community parks.*
- *Throughout the Town Center, mixed-use buildings are encouraged on high-traffic streets, while single-use residential uses are located farther away. Most of these buildings do not exceed three stories, although slightly higher buildings are acceptable on the MARTA property. (See next section.)*
- *To create a manageable retail environment, reflect limited demand for retail space, and locate retail in workable locations, retail uses are focused along MLK Drive*

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- between Westland Drive and the intersection of MLK Drive and H. E. Holmes Drive. Retail could also locate along the park extending into the MARTA property. This location works especially well for restaurants, and rail-oriented convenience retail. Retail tenants in the Town Center should include more pedestrian-oriented destination uses, such as a sit-down restaurant, art galleries and small shops.
- Including the south MARTA property, the Town Center is proposed to contain 200,350 square feet of new retail / commercial, 30,000 square feet of office, 651 new multifamily, four new townhouse units, 37 new live-work units, and 11,000 square feet of community space.

Figure 3-22 on the below provides a graphic illustration of the H.E. Holmes Activity node per the H.E. Holmes LCI Study.

Figure 3-22: Segment 1B – H.E. Holmes LCI MARTA Station Concept Plan





Segment 1C Overview (H.E. Holmes Drive to West Lake Avenue)

MLK Jr. Drive at Westview Cemetery Redevelopment Node

- Provides a strong built zone between the edge of Interstate 20 and the edge of Westview Cemetery
- Provides enhanced streetscape and beautification
- Development could be phased and/or built in pieces
- Brings additional green space to the site
- Builds upon the typology of the existing residential buildings
- Maximizes underutilized land

The Westview Cemetery Redevelopment Node is located directly across the street (on the north side of MLK and south of Interstate 20) from the north edge of the historical Westview Cemetery. This site is a long, winding/gentle curving and narrow “wedge” in between MLK Drive and Interstate 20.

The design direction for the proposed plan would be based upon the following attitudes:

- a. Strengthen the street edge with a combination of existing and proposed structures.
- b. Introduce Commercial/Retail at the street level and increase the pedestrian activity/experience.
- c. Regulate parking to the rear and inside of the occupied building footprint and use the parking structure with green space/garden space on top to help reduce the noise and impact of the freeway.
- d. Introduce a pattern/grid of buildings and open spaces.
- e. Build to the edge of the sidewalk

This node differs from the other seven nodes identified for this study. It was included because of its need for and potential to redevelop. While it is not located at a major intersection, adjacent to a MARTA station or have any major and/or significant structures on the site, it does represent a number of different challenges and opportunities for redevelopment that can be found along the corridor that are not always found solely within one activity node.

The long, curving and rather thin site includes a number of surface parking lots located between buildings and the street, pushing the buildings to the rear (near the Interstate 20 edge). The design of the multi-family residential buildings included in this stretch lacks the open space and connectivity that would allow them to complement the beauty of the Westview Cemetery. The recommendation plan addresses these issues via the aforementioned items, but also via a street section that respects both the sensitive nature of the MLK edge and the imposing edge of the Interstate 20. Figure 3-23 shows the recommendations for the first two floors and Figure 3-24 shows recommendations for the second two floors of the Westview Activity Node.

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WEST VIEW CEMETERY NODE					
Total Site Acreage	6.3				
Total Commercial ft²	24189		Total Commercial Units		N/A
Total Residential ft²	145408		Total Residential Units		194
Total Parking ft²	88553		Total Parking Units		295
Total Green Space ft²	34922				

Figure 3-23: Segment 1C - Development at Westview Activity Node (1 & 2 Floors)



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**Figure 3-24: Segment 1C - Development at
Westview Activity Node
(Floors 3 & 4)**



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MLK at West Lake TOD Activity Node

- TOD of Live/Work/Play elements
- Creates a retail circulation opportunities for both cars and pedestrians
- Creates a strong network of green spaces and living spaces
- Responds to the strong 'edge conditions' of both the community and Interstate 20
- Parking is well-integrated into the scheme with structured parking that will preserve the current number of spaces

This activity node represents one of the best opportunities to bring economic development to the MLK Jr. Drive corridor. The West Lake MARTA Station activity node offers a great chance to test a true TOD to the corridor and the community.

The existing MARTA station site includes the station and four surface parking lots. The site layout discourages pedestrian access and creates confusing vehicular circulation. The site also appears isolated and disconnected from neighboring properties. The new development will provide places for people to live, work and play adjacent to the rail station and also provide a better transition from the station site to the neighboring community. The plan outlined introduces a network of new "interior connections" that address the internal and external circulation issues, while creating a central green space linking the four quadrants.

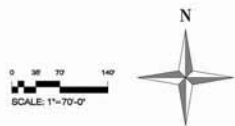
Each quad includes a multi-story, mixed-use building that houses commercial/retail and office space on the first and sometimes second levels with residential spaces located in upper floors. These elements would face all interior and exterior streets and still allow for vehicular access to an interior parking structure of two levels with a green space on the top level. While the four different quadrants are very strong as one collective element, they would still be quite strong as phased elements over time. The residential structures above are all composed of "U" shaped elements positioned about a central green space. While the majority of the proposed plan is located to the west of Westview Drive, there would also be a smaller element of the proposed development outside of the MARTA station site that would address some of the existing community fabric with additional residences (single and multi-family) and more green space. Figure 3-25 shows the recommendations for the first two floors and Figure 3-26 shows recommendations for the second two floors of the West Lake Activity Node.

In addition to the recommendations shown above, this study recommends more in-depth study of the West Lake activity node. For example, an LCI study of the area would allow for the study of a small, compact area that has tremendous regional impact due to the intersection of MARTA, Interstate 20, MLK Jr. Drive and the PATH system. The study should incorporate part or the entire Westview node as well.

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WEST LAKE NODE			
Total Site Acreage	11		
Total Commercial ft ²	76954	Total Commercial Units	N/A
Total Residential ft ²	296876	Total Residential Units	393
Total Parking ft ²	156408	Total Parking Units	519
Total Green Space ft ²	60608		

Figure 3-25: Segment 1C - Development at West Lake Activity Node (Floors 1 & 2)



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KEY POINTS

1. Transit oriented development of Live Work and Play elements.
2. Creates retail circulation roads for both the vehicle and pedestrian.
3. Creating a strong network of green spaces and living spaces.
4. Responding to the strong edge conditions of both the elevated highway (I-20) and the community.
5. Parking is well integrated into the scheme without displacing any existing parking.

Figure 3-26: Segment 1C - Development at West Lake Activity Node (Floors 3 & 4)



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Segment 3 Overview (Lowery Boulevard to Northside Drive)

MLK Jr. Drive at Lowery Boulevard TOD Activity Node

- Builds up redevelopment/renovation of existing buildings and sites
- Promotes more pedestrian activity with building elevations and street facades
- Maintains consistency with the Historic Westside Village Plan

The eastern most activity node would be best defined as a development that stitches and weaves itself into the existing fabric and other planned future developments. Located at the intersection of Lowery Boulevard and MLK Jr. Drive, the program for this activity node would represent commercial/retail, office space, residential and open space. A major task for this activity node will be in its ability to become an active part of the immediate urban fabric and surrounding community, especially that of the proposed historic Westside Village, and occupy a large super block area from Lowery Boulevard to J. P. Brawley along the north side of MLK Jr. Drive. The recommendation addresses the intersection of Lowery Boulevard and MLK Jr. Drive as well as adjoining buildings and vacant lots along both of these street edges.

The recommended mixed-use plan builds around a program of commercial/retail and office space on the first and second levels with residential loft like spaces located on upper floors. Surface parking lots along the street edge would move to the rear with alley access. Through a careful inventory of the existing structures, development would take place within existing/renovated buildings as well as new construction. Figure 3-27 on the following pages shows the graphical representation of this activity node.

The Activity Node includes the Historic Westside Village, a mixed-use project under development prior to this study and shown to the right (a larger size plan can be found in Appendix 1). Recommendations for the node took the development as a given and fully incorporate its plans. While not a TOD comparable to the size of the Holmes MARTA Station TOD, it is still one that serves a very strong and culturally rich community. This MARTA station also serves as a major form of circulation for many students of the Atlanta University Center located just southeast of the Lowery/MLK intersection and along the southern and northern (past J. P. Brawley) edge of MLK.



Historic Westside Village Illustrative Plan (2005)

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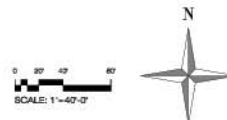




LOWERY NODE			
Total Site Acreage	3		
Total Commercial ft²	52223	Total Commercial Units	N/A
Total Residential ft²	45988	Total Residential Units	62
Total Parking ft²	9787	Total Parking Units	34
Total Green Space ft²	N/A		

Figure 3-27: Segment 3 - Development at Lowery Boulevard Activity Node

1. COMM./RETAIL/OFFICE @ GROUND LEVEL W/ RESIDENTIAL ABOVE.
-PARKING AT REAR VIA ALLEY.
2. TWO LEVEL-COMM./RETAIL @ GROUND & LIVE, WORK/OFFICE ABOVE.
-PARKING TO THE REAR.
3. TWO LEVEL RESIDENTIAL/LIVE WORK.
4. TWO LEVEL COMM./RETAIL/OFFICE.
5. COMBINATION OF 1 & 2 STORY COMM./RETAIL/OFFICE W/ PARKING TO THE REAR.



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